

PHILATELY

from

AUSTRALIA



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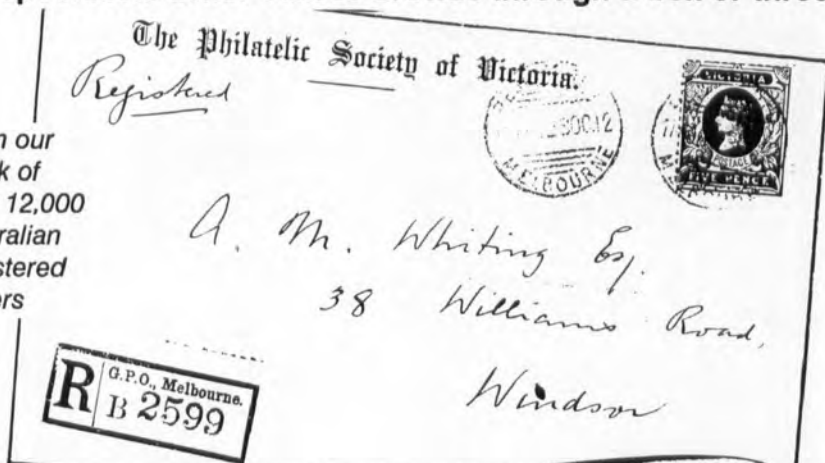
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DECEMBER 1992

THE SOCIETY'S CENTENARY FURTHER VIEWS OF THE CENTENARY WEEK CELEBRATIONS



General view of the Centenary Banquet at the Caulfield Arts Centre.



Robin Redlich, responsible for all the photographs, with Vice President Len Buchanan.



Myra Farley and Nita Wilson, Presidents of the Royal Philatelic Society of Victoria and the Royal Sydney Philatelic Club.



Allan Levy and Geoff Kellow.



Myra Farley cutting the Centenary Cake, with Judith Trowbridge, who prepared it.



Don Napier and Russell Jones.



Ray Kelly, with Pam and Ray Chapman.

THE HALFPENNY SURCHARGES OF WESTERN AUSTRALIA, 1884 AND 1895

By BRIAN POPE

*This essay was awarded equal first prize in the Society's Centenary
Essay Competition*

PART 1. THE "½" SURCHARGE - FEBRUARY 1884

Surcharge Inverted
Forgeries
Surcharge Usage

PART 2. THE "Half-penny" SURCHARGE - NOVEMBER 1895

The First Surcharge on Crown CC watermark threepenny stamps
The Second Surcharge on Crown CC and Crown CA watermark threepenny stamps
Sholl's Decisions Evaluated
Forgeries
Surcharge Usage

Introduction

The halfpenny surcharges exemplify the fascination of Western Australian philately. They are the equal of the 4d lithograph in technical interest, they have important items yet to be found and they have forgeries. Both surcharges fulfilled genuine needs caused by a rate change in the first instance and a shortage of halfpenny stamps in the second. Taken together, these reveal a fascinating set of comparisons:

	"½" 1884	"Halfpenny" 1895
Stamp	recess printed	surface printed
perforations	two	one
watermarks	one	two
Surcharge	red	red and/or green
	type-set	stereotyped
forme	60 (5 x 12)	60 (10 x 6)
printed on	whole sheets	half sheets
issued as	whole sheets	quarter sheets

Both surcharges were supposed to be used for the mailing of newspapers yet no example of such use has been recorded. The introduction of a mailing charge for newspapers, or a change to an existing rate always reflected a compromise between the Government's desire for revenue on the one hand and its need to respond to

social and political pressure on the other. Although Western Australia experienced a number of such compromises in newspaper rates over the years, the one that is particularly relevant to this study appeared in the *Government Gazette* of 31 January 1884:

Notice is hereby given, for the information of the public, that on and after Friday next, the 1st. February, the following reduced rate of postage will be charged on newspapers addressed to South Australia, Victoria, New South Wales, Queensland, Tasmania and New Zealand, viz:-

For each newspaper ½d.

When the decision was made there were no ½d stamps on issue in Western Australia. An order was despatched to De La Rue in London on 4 January 1884 but it was obvious that these would not be available by 1 February when the reduction was scheduled to take effect. The chosen solution was a local surcharge sanctioned on 21 January. (Hamilton and Pope [1979], 71). The philatelic interest of this surcharge centres on how it was produced.

THE "½" SURCHARGE – FEBRUARY 1884

The basic technique of this surcharge was elucidated some years ago (Pope [1981], 128–129). Sheets of the 1d yellow value, each comprising 240 stamps in a 20 x 12 layout, were selected for surcharging in red, and although both perforations, 14 and 12, were represented, all sheets were watermark Crown CA sideways (top of crown pointing left).

Printers like to construct as large a surcharge forme as possible in order to minimise press work. In this instance, as the forme had to be set from type, its size was largely determined by the number of digits available in the font which, not surprisingly, was something less than 240. Just how many less was suggested by the illustrated block of Crown CA perf. 12 stamps in the Western Australian Museum collection in which the "½" surcharges on the left-hand vertical pair are noticeably higher than those on the right.



Block showing unequal levels of "½" surcharges. Courtesy of the Western Australian Museum.

By using Dr. Debney's plating of the 1d value, Pope identified the block as units [5–6/25–26] (Debney, 1978). The presence of columns 5 and 6 suggested a forme five columns wide. Pope described three varieties, two of which, the "White

spot in curve of the 2" and the "Break in stem of the 2", derive from faults in the pieces of type, whilst the third, the "Distorted fraction" is due either to an incorrect setting or to one that became loose. It is possible this particular fraction may exist on perf. 14 stamps in an undistorted state but finding an example would be extremely difficult. The type face is a Clarendon, probably Antique 3.



Surcharge varieties - (a) White spot in curve of the "2"; (b) Break in stem of the "2"; (c) Distorted fraction.

The position of the individual occurrences of these varieties on the full sheet was readily established.

White spot in curve of the 2	2	7	12	17
Break in the stem of the 2	164	169	174	179
Distorted fraction	184	189	194	199

The horizontal pattern of repetition confirmed a forme five columns wide and the vertical disposition indicated a forme covering the full twelve rows of the sheet at one strike. Thus the forme was one of 60 in a 5 x 12 format applied four times to a full sheet of 1d stamps. There is no way of deciding whether the first strike of the surcharge forme was at the left or the right side of the sheet.

Stanley Gibbons catalogue the surcharge on both perf. 14 and perf. 12 Crown CA stamps and for many years listed a "Thin Bar" variety in both perforations. Standard printer's rules were used for the fraction bars and Pope identified three demonstrably different thicknesses which he called "Hairline", "Thin" and "Normal".

It should be noted that the "Hairline" thickness is what Gibbons list as "Thin". The ordinary "Thin" bar occurs on seven positions in the forme, R7/4, R7/5, R8/5, R9/4, R9/5, R10/4 and R10/5. It is found on both perforations and is frequently purported to be the much scarcer "Hairline" bar which is found only on perf. 14 stamps.



Pair [233-234] with hairline fraction on first stamp.



Pair [185-186] with thin fraction on first stamp.

There were two sequential stages of the forme corresponding to perf. 14 and perf. 12. In the latter, the hairline fraction bar and short bar on R2/2 were replaced by normal bars and the distorted fraction was reset, almost normally only to become loose again towards the end of the print run. The Government Printer made no distinction between the two perforations, and it is possible the change in perforation did not coincide with the corrections to the forme but no example of the hairline bar has been recorded on Crown CA perf. 12 stamps. The order of perf. 14 followed, in printing but not necessarily in usage, by perf. 12 is implicit in the correction of the distorted fraction and the replacement of the hairline bar. It may be noted that Mogens Juhl has hitherto argued for the reverse order of perf. 14 followed by perf. 12 but there is no need to discuss this aspect any further as he has now decided he may be wrong (Juhl, 1991).

The fraction on R10/4 was reported recently by Mogens Juhl as being distorted on a perf. 12 stamp (Juhl, 1991). This indicates a recurrent loosening of the furniture and identifies a sub-stage of the forme. As this is the first example to be recorded, the inference is that the fraction became loose again near the end of the printing run.

The major stages of the forme may be summarised as:

	<i>Stage 1</i>	<i>Stage 2a</i>	<i>Stage 2b</i>
	<i>Perf. 14</i>	<i>Perf. 12</i>	<i>Perf. 12</i>
White spot in curve of the 2	*	*	*
Break in the stem of the 2	*	*	*
Hairline fraction bar	*		
Short bar R2/2	*		
Distorted fraction	*		*

There were two deliveries (printings?) of surcharged stamps, one of 36,000 in February and another of 24,000 some time later to make the total of 60,000 recorded in the *Postmaster General's Annual Report* for 1884. The proportions of perf. 14 to perf. 12 do not correspond to these deliveries and can only be estimated from surviving stamps. Such estimates have varied over the years. Mogens Juhl suggested 1:3 in 1973 and increased that to 2:3 in 1981. Mike Brachi kept a tally when he was working at Robson Lowe Bournemouth Auctions. In 1979 this stood at 1:16 in a sample of 121 stamps. Pope suggested 1:5 in 1981 but subsequent evaluation and market experience indicates a ratio much closer to Brachi's observations, at least 1:10.

Be that as it may, perf. 14 stamps with genuine surcharge, mint or used, are scarce. John Simon in his discussion of rarity unfortunately made no distinction between the two perforations and his comments are valid only for perf. 12 (Simon, 1988). There are several part sheets and very large blocks of mint Crown CA perf. 12 stamps in philatelic hands and a forme reconstruction with mint pieces presents no challenge. The situation with mint Crown CA perf. 14 stamps is markedly different with blocks of four amongst the largest in philatelic hands.

The position is similar with postally used stamps. Although it has been possible to achieve about 70% completeness in reconstructing the forme of 60 with postally used Crown CA perf. 12 stamps, a reconstruction of perf. 14 has proved to be quite out of the question.

Surcharge Inverted

In 1894, the Philatelic Society of Victoria had its first Exhibition at which, according to the *London Philatelist*, Mr. Joseph Davis showed an 1884 ½d stamp of Western Australia with surcharge inverted (Derrick, 1926). We have no way of knowing if it was genuine but the publicity surrounding the trial of Benjamin, Sarpy and Jeffryes only two years previously should have put local philatelists on their guard. Despite this, whoever reported on the exhibition thought the stamp worthy of public mention. Attitudes change and by the early 1920's all inverted "½" surcharges of Western Australia were automatically considered to be forgeries. This perception no longer holds.

In 1989 a copy of the surcharge inverted, described at auction as a forgery, was acquired, sight unseen. Routine inspection revealed, somewhat unexpectedly, that the perf. 14 stamp had the correct watermark orientation of CrCA sideways left. Further inspection showed that:

- (a) the measurements of the half fraction were incompatible with known forgeries.



Surcharge inverted (perf. 14).



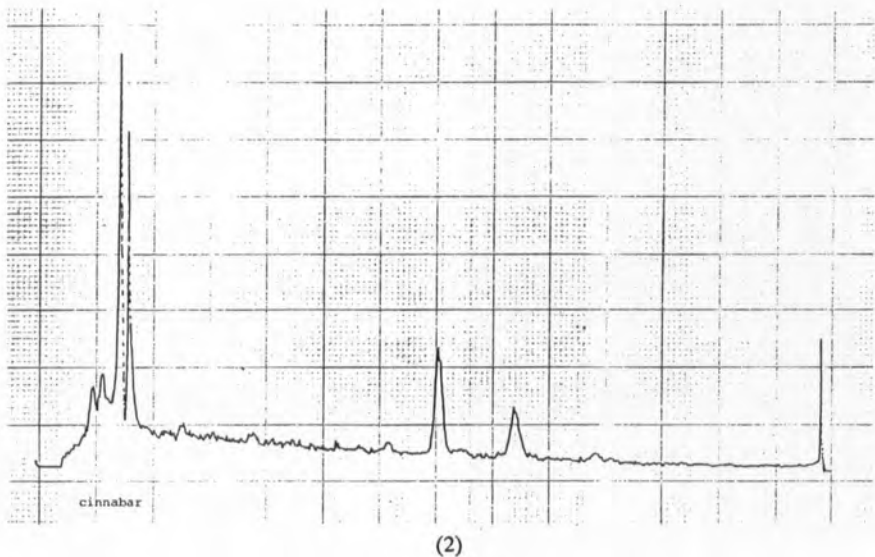
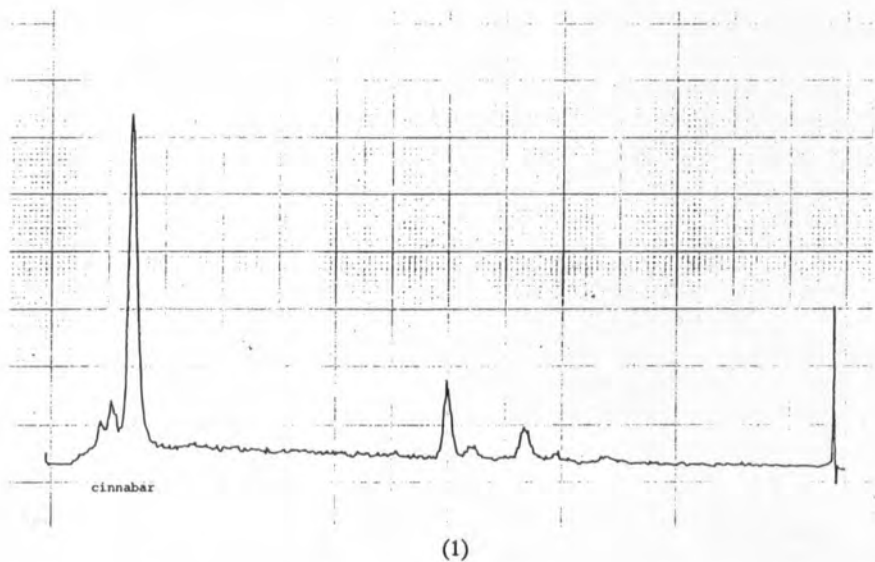
Enlargements of the surcharge on Stamp No. 22 (left) and that on the inverted surcharge, plated as No. 209. These positions correspond on the surcharge forme, and both stamps show the variety "bar short at right".

(b) the black of the postmark was not attenuated where it coincided with the red, implying that the black was on top of the red.

(c) the stamp was in a shade consistent with the genuine perf. 14 surcharged stamps.

(d) the characteristics and spatial disposition of the "1" and the "2" of the fraction were wholly consistent with the genuine type.

Here then was an inverted surcharge that failed all the usual tests for a forgery. What else could be tried?



Electron microscope analysis of the printing used for the surcharge on genuine stamps (1) and on the stamp with surcharge inverted (2) indicates that cinnabar was the basic ingredient of the ink and that the ink of the inverted surcharge is identical to that on genuine surcharges.

One sophisticated test was available. A comparative examination by electron microscope of the red printing ink used on this stamp with that used on forged and genuine examples of the normal surcharge was undertaken by courtesy of the CSIRO. All examples gave essentially the same result indicating only that cinnabar was the basic agent in red printing ink and that Government Printer and forger alike had access to the same commercially produced printing inks.

There being no other obvious way to demonstrate the surcharge was forged, is there any way by which it could be shown to be genuine? It so happens that the answer is yes because in this particular instance, an evaluation of what would occur if the forme (Stage 1) and the sheet of stamps being surcharged were inverted in relation to each other can provide a convincing result.

The stamp with inverted surcharge is position 209 and it is obvious when the sheet and the forme are inverted in relation to each other that position 209 will receive a strike of forme position R2/2.

Now it so happens that the fraction on R2/2 in Stage 1 has a bar that is short at the right by about ½mm. The normal length is around 4mm. To evaluate the coincidence of the inverted fraction and that on R2/2, extreme photographic enlargements were made. When transparencies made from these were superimposed, the spatial disposition of the inverted fraction matched that of R2/2 in all respects.

Thus the stamp in question displays none of the attributes of known forgeries. Its Albany postmark is compatible with a stamp issued in 1884-85 when Albany had its own newspaper, the *Albany Mail* and was second only to Perth in numbers of newspapers posted. The results of all tests including the sophisticated inversion procedure are consistent with the surcharge being genuine.

How then could it arise? The likeliest explanation is that a single sheet was back to front in the stack of Crown CA perf. 14 sheets used for the first printing of the surcharge. To appear on position 209 there must have been at least two strikes of the surcharge forme of 60 and there should therefore be at least another 119 stamps with surcharge inverted.

Given the great scarcity of perf. 14 stamps and the demonstrably bogus inverted surcharges in circulation, it is not surprising that a genuine inverted surcharge has taken so long to appear or indeed reappear if Mr. Davis' example was genuine. Such stamps can lie on the page "looking" like what we think they are rather than what they actually are. It is therefore likely that a few more genuine inverted surcharges are lurking unnoticed in forgery collections. The inverted and double surcharges were made in London around 1886 according to Robson Lowe (1961). Hamilton and Pope (1979) recorded the existence of the forgery but gave no details. Juhl (1981) noted the infrequent occurrence of forgeries on perf. 12 stamps and described three forgeries including Cowman's first and another very similar to Cowman's third. Juhl's second forgery is a thin version of his first.

When further research revealed several different versions of the first forgery, treated as one by both Cowman and Juhl, it became obvious that a new and open-ended classificatory system was needed. The solution was to combine Cowman's observation of the vertical relationship between the right ends of the serif of the "1" and the bar with Juhl's criterion of the distance between the bar and the top of the "2" and to differentiate the variations of the first

forgery by the shape of the left end of the bar.

The combined test will identify the majority of forged surcharges provided that both procedures are undertaken. A practical short-cut is to treat all perf. 14 surcharges as forgeries until shown otherwise. This is made possible by the very small number of genuine perf. 14 surcharges and the relative abundance of used stamps with that perforation when forgeries were being made in the 1880s. The measuring, which cannot be avoided, is readily undertaken with a half-millimetre draughting scale rule. The degree of accuracy required can cope with minor variations due to inking and pressure but care is needed to minimise parallax error. To assess a potential forged surcharge one should undertake the following steps.

Firstly, apply the Cowman test which recognises a fraction in which ". . . the right edge of the bottom serif of the '1' is very nearly flush with the right end of the fraction bar". In practical terms the right end of the bar does not extend beyond the right end of the serif by more than about half a millimetre. There are a few genuine surcharges with this configuration but these are eliminated by the second part of the test procedure.

Secondly, measure the distance edge-to-edge between the bar and the top of the "2" and if it is about three-quarters of a millimetre or less, the surcharge is forged.

Thirdly, there is one forgery which is not identified by the combined test. It is, however, readily distinguished by the "1" having a triangular lower serif and an upright only about 0.6mm wide. In addition, the "2" leans to the left and the bar tilts upwards from right to left. This is Juhl's third forgery and is probably Cowman's third although his description differs in detail.

The various types of Group 1 are identified primarily by the shape of the left end of the bar as described in the following listing.

The Forgeries Listed

No mint stamps have been recorded with a forged surcharge and, unless otherwise noted, all stamps are perf. 14 and the colour of the surcharge is a range of vermilion.

Group 1. Right end of bar does not extend beyond the right end of the serif of the "1" by more than 0.5mm. The distance from the top of the "2" to the bar is 0.75mm or less.

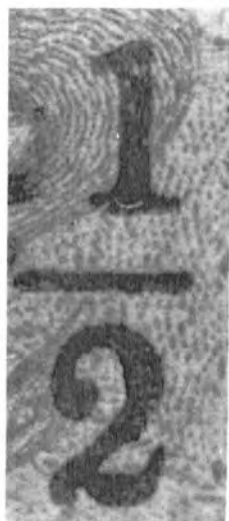
1.1 The left end of the bar is bullet-shaped. Known with single surcharge inverted and with double surcharge upright.

1.2 The left end of the bar is squarish. Known with single surcharge inverted.

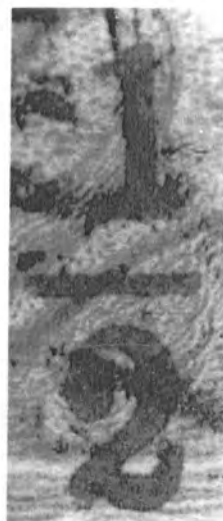
1.3 The left end of the bar is diagonal. Known with single surcharge inverted. By comparison with 1.5, the upright of the "1" is about 0.7mm wide and the ball of the "2" is round on top.

1.4 The left end of the bar is diagonal and the foot of the "2" is almost severed at left. The colour of the surcharge is a distinctive dull scarlet.

1.5 The left end of the bar is diagonal. The numerals are thin. By



Forgery 1.1



Forgery 1.2



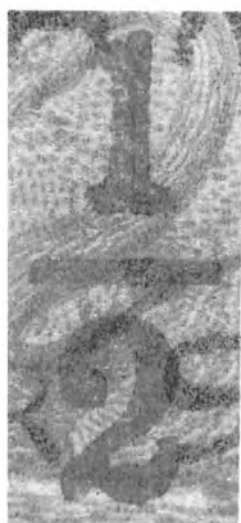
Forgery 1.3



Forgery 1.4



Forgery 1.5



Forgery 2.1



Forgery 3.1

THE FORGED SURCHARGES

comparison with 1.3, the upright of the "1" is about 0.6mm wide and the ball of the "2" is flat on top. Juhl's second forgery.

Group 2. The right end of the bar extends beyond the right end of the serif of the "1" by about 1.0mm. The distance from the top of the "2" to the bar is 0.75mm or less.

2.1 The left end of the bar is cut square. The left halves of the "1" and the bar are paler than the right halves. The demarcation is clean and vertical and may be due to a fault in the base of the hand-press. Cowman's second forgery? This is the only forged surcharge so far found on perf. 12 as well as perf. 14 stamps.

Group 3. The "1" has a triangular lower serif and the upright is only about 0.6mm wide. The "2" leans to the left and the bar tilts upwards from right to left.

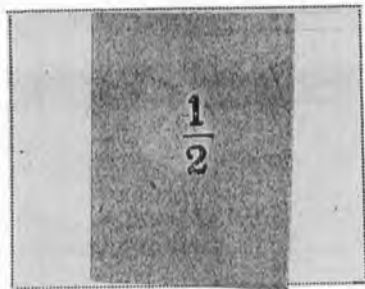
3.1 The bar is 4.0mm in length. Juhl's third forgery.

3.2 Yet to be confirmed. Cowman's third forgery has not been seen but probably belongs here. He records that ". . . the fraction bar is only 3mm long, instead of 4mm. There is no ball to the head of the "2", the upper curve being joined to the body of the figure; and the front end of the figure comes much to the left of the left edge of the upper (lower?) curve, instead of being flush with it." When the word "upper" is altered to "lower", the description is strikingly similar to that of 3.1.

It appears that only single used stamps were processed by the forgers. Whilst there is no obvious way of attributing a forgery to any particular forger, it might be that Benjamin and Sarpy were involved with Group 1, which are the most common, and that perhaps Harold Treherne and Oneglia had a hand in the others (Tyler, 1976).

The Fournier Albums produced in Geneva in 1928 usually contain a strike of a $\frac{1}{2}$ fraction described as being a surcharge on stamps of 1882 (sic) in the *Australie Occidentale* section. This has not been seen in the context of Western Australia and was possibly intended for the Turks Islands 1881 surcharges.

At least three bogus surcharges in black are known.



The " $\frac{1}{2}$ " forgery in the Fournier Album.



Bogus surcharges in black.

Surcharge Usage

The "½" surcharge was issued at a time when stamps were normally obliterated or struck by a duplex postmarker. Dated copies therefore are scarce. The auditors report found by Pope, showed the first batch of surcharged sheets, containing both perf. 14 and perf. 12, being received into stock by Mr. Curtis on 19 February (Hamilton and Pope, 1979, 72). Presumably the rate came into practical effect soon after. Unfortunately the issue of the surcharges was not noted in the press and the archives are silent on the matter. The earliest dates on record are 9 May 1884 for Crown CA perf. 12 and 14 November 1884 for Crown CA perf. 14 (Pope, 1981, 129).

The first shipment of the new green ½d stamps was invoiced by De La Rue on 27 May 1884 and should have arrived from London in June or July but according to Hush they were not issued until May 1885 (Hush, 1895). There is no reason to doubt this although the earliest date on record is 21 August 1886. The ½d surcharge was therefore on general issue for about 18 months in 1884-85 and a notional usage can be obtained from the figures for "Colonial Newspapers Received for Transmission" printed in the *Postmaster General's Annual Report*:

	Albany	Perth	Fremantle	Elsewhere
1883	2415	12567	616	414
1884	3784	13671	556	2353*
1885	4535	14683	650	529
1886	4467	15874	510	820

* This anomalous figure includes 1932 for Jarrahdale which is probably a typesetting error.



An 1895 front bearing eight examples of the perf. 12 surcharges, showing non-contemporary usage from Bunbury to Scotland. (From the Cecil Walkeley collection).

The rate reduction in 1884 produced a significant increase at Albany, little change at Perth and a reduction at Fremantle. On these figures it is reasonable to suggest that only about half of the 60,000 surcharges were postally used. This explains the existence today of mint perf. 12 surcharges in part sheets and large blocks. No contemporary usage on wrapper, cover or piece has been reported but a somewhat contrived pair of fronts from 1895, differing only in the position of the stamps, together with a front from 1903 are on record. They all bear Crown CA perf. 12 stamps and are from Bunbury although the handwriting on the front is very different to that on the covers. The 1903 front is addressed to Perth and has a block of four postmarked with a strike of the Bunbury duplex dated 14 August ---3 which means 1903 for this particular postmarker. The pair of fronts are registered to Scotland each with no less than ten individual copies of the surcharge plus a green ½d making the correct 5½d rate. They are both dated 10 October 1895. The use of ½d surcharges on these letters may have been a none too subtle comment on the contemporary shortage of green ½d stamps that led to the appearance of another ½d surcharge some five weeks later on 21 November 1895.

(to be continued)

QUEENSLAND POSTAL HISTORY: FURTHER INFORMATION

By H.M. CAMPBELL, R.D.P., F.R.P.S.L.

One might have thought that the additions in the June *Philately from Australia* would be the last for some time. However, some further information has come from the United Kingdom. In the August 1992 issue of the *Newsletter* of the Australian States Study Group of The Royal Philatelic Society, London, Alan Griffiths illustrates a most interesting registered cover from Rishton to Canada, which shows a new numeral "tie", a new circular datestamp and a new two-line "REGISTERED" handstamp. Also, Mr. Hugh Jeffries, Editor of *Gibbons Stamp Monthly* has sent me a photocopy of a second example of the Mount Morgan oval handstamp - this is only a piece, but as the stamps thereon total 5d, it undoubtedly came from a registered cover.

In Status Stamps auction catalogue for the 30th September sale, there is an illustration of an 1890 cover from THARGOMINDAH to Sydney with a "POSTAGE PAID IN COIN" handstamp (Lot 554). Like the MILLCHESTER one illustrated in the book, it is in one line in a rectangular frame, but is struck in black. I had an opportunity to examine the cover on my way through Sydney before the sale, and the dimensions of the frame in both appear to be similar (there is an error in the book in the dimensions of the MILLCHESTER

one, which is now corrected). The THARGOMINDAH c.d.s. is Type 3c, which was presumed to exist, but this is the first example I have seen.

The following alterations should be made in the book:

Chapter IV

- p.34 Under (116), add "(119)", and in the Remarks column add "Later re-allocated to RISHTON, 1/1/81(q.v.)."

Chapter V

- p.41 After ROCHFORD, in the Remarks column add a full stop after "31/12/82", and delete: "and moved to -
RISHTON 1/1/83 *Reduced to R.O. 1896.*"
- p.49 Under "R.328 BURKETOWN 1/1/83", add:
"R.119 RISHTON 1/1/83 *Reduced to R.O. 1896.*"
After "360 ROCKLANDS", amend the opening date to "1/7/83*".

Chapter XII

- p.108 In Status Stamps' auction catalogue for their 30th September sale, there is an illustration of an 1890 cover from THARGOMINDAH to Sydney with another "POSTAGE PAID IN COIN" handstamp (Lot 554). Like the MILLCHESTER one illustrated in the book, it is in one line in a rectangular frame, but is struck in black. In the illustration the cover is apparently reduced in size, so it is difficult to assess the dimensions.

Chapter XXI

- p.187 1st column. Under "RICHMOND SOUTH" add: "RISHTON 3b".

Chapter XXIII

- p.206 MOUNT MORGAN. As mentioned earlier, a second example has now been seen, dated 10 MAY 00.
- p.207 3rd column. The addition mentioned on p.52 of the June 1992 issue should have read "KYNUNA".
- p.208 1st column. Under "RICHMOND DOWNS", add "RISHTON".

It will be noted that the presumed connection between ROCHFORD and RISHTON has been severed. This has been because when ROCHFORD was originally opened, Queensland had not yet begun to re-allocate numerals from closed offices, whereas when RISHTON was opened on 1/1/83, there were other re-allocations made about the same time. It so happened that RISHTON was opened the day after the closure of ROCHFORD, but they were some distance apart, on opposite sides of the Burdekin River.

My thanks to my informants.

WESTERN AUSTRALIA POST CARD PRINTED TO PRIVATE ORDER

By MOGENS JUHL, F.R.P.S.,L.

Postal stationery from Western Australia printed to private order has so far been unknown, but recently I obtained two post cards, which are similar to the unbordered and unsurfaced PC 18 1d blue in the abnormal format c.125 x 95mm (as described in my *Philately from Western Australia*, page 76). Both have printed on the front the address of Burns, Philp & Co. and on the back a message showing at upper right the year 1910 in which it was obviously printed. However, these two cards are not from the plate used for PC 18 as:

- (a) the STAMP shows two hitherto unknown flaws - "V" under "W" in "WESTERN", and a tiny dot joining two lines 1.5mm behind the swan's neck;
- (b) the ARMS has the well-known Spur on Lion's Paw and now there is also a dot left of the Unicorn's tail;
- (c) while the TEXT sometimes shows another unknown flaw - filled upper half of the head of "B" of "BE".



The flaws found on the stamp and heading of the newly-discovered Burns Philp postcard

I also have three photocopies of fronts showing the same flaws. The ARMS flaw dates back to PC 2 and PC 9 and reappeared on the N-card PC 18 1d blue. I record it as unit 4 (*P. from A.*, March 1987, page 17, but note that PC 17 has since become PC 19) in the printing plate, but on that:

- (a) the STAMP shows a short horizontal background line at left 12.5mm down and often dents between the left framelines; while
- (b) the TEXT has a cut into the upper half of "E" of "BE" and often a tiny cut into the bar in "H" of "THE".

POST  CARD

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



Messrs. Burns, Philp & Co. Ltd.,

BOX 125,

POST OFFICE,

FREMANTLE.

..... 1910

*I have this day returned to you the following empty
casks :—*

..... hogs. barrels kils. "CARLTON."

..... hogs. barrels kils. "FOSTER'S."

Yours truly,

Nos. Kils.

Brls.

Hhds.

Front and reverse of the Western Australia printed to private order 1d postcard

Furthermore, the Spur appeared also on the unbordered and surfaced S-card PC 19 1d blue. Here I record it as unit 8 (*P. from A.*, March 1987, page 17) on which the STAMP does not have any identifiable flaws, while the TEXT shows the same flaws as on PC 18 unit 4.

As only one ARMS element existed with the Spur, it is obvious that the Burns, Philp cards are from a separate printing plate used to print a private order creating a new post card item:

POPC 1 1d blue with address and message on back

The N-card PC 18 1d was printed on 20 November 1909 and in 1910, when the Burns, Philp cards were printed, the RBA only records two 1d printings (*Sydney Views*, April 1984, page 17):

30 July 1910	(12-on)	408	(= 12 per sheet = 4,896 cards)
5 August 1910	(32-on)	5,530	(= 32 per sheet = 176,960 cards)

Monthly deliveries were made to Perth and *Australian Stamp Archives* (R. Peck, 1986) records for August 1910 that 68160 + 4896 special post cards were forwarded. As I have demonstrated (*P. from A.*, June 1988, pages 32-34, and see also *The N.S.W. Philatelist*, August 1989), the 176,960 cards were the S-card PC 19 1d.

Apart from the five samples mentioned, I have a photocopy of a front like-wise with Burns, Philp address printed. On this the STAMP shows the same nick into the left frameline 10mm down as is seen on PC 18 1d unit N3, and though the copy is slightly blurred, the ARMS and TEXT seem to be without distinguishing features, as is the case in unit N3.

The evidence points to yet another POPC 1 from Burns, Philp's private order, which I presume was printed with a small plate of three units applied four times per sheet.

Owners of Burns, Philp cards are asked to inspect and report at the same time telling whether there are messages on the back other than the one illustrated. Has anybody seen used cards?

Maybe there are other kinds of stationery printed to private order. Actually, RBA and *Australian Stamp Archives* record printing of 1000 private 1d envelopes in July 1907. Could they be EN 4 printed with the large electro? And under 4 July 1905 RBA records a small quantity of 101 sheets 1d post cards pointing to another private order.

SAILING FOR BOTANY BAY

THE CORRESPONDENCE OF NEWTON FOWELL, R.N. 1787-1790

By MALCOLM T. MYNOTT, B.A.

It is always a great thrill to come across the unexpected. In early 1991 the letter illustrated was found amongst a general stock of maritime mail. The outer sheet is quite ordinary – addressed to Devon, it bears a DOVER/SHIP LRE handstamp and is backstamped in transit through London on 26 November 1787. The enclosed letter is brief but contains enough information to alert any student of early Australian history as to its provenance:

Honoured Father

We are just now off Rio Janeiro on the Coast of Brazil South America from where a Packet is now under Weight for Lisbon and have five minutes which I would not let slip to let you know I am very well and have great hopes of a Coms. (commission) every day. I am of course very happy and like the Officers very well. Capt. Phillip has hoisted a broad Pendant (pennant) so I suppose he can here do anything with the Squad (squadron) he chooses. I am in want of a few things which I did not find in the Chest the first some Coarse Cloth for Towels, and some Table Cloths fit for a Wardroom Mess. Leather for shoes and Cloth for Trousers.

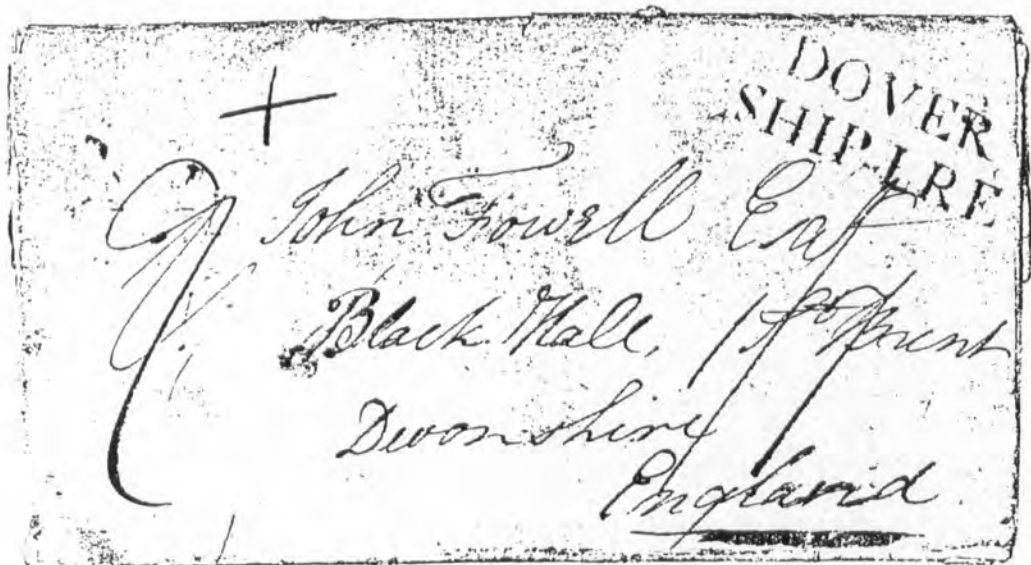
6th August

I am, Hond. Father
Your dutiful Son
N. Fowell

I shall write again the first Opportunity.

The date and place of writing, and above all the mention of Captain Phillip and his squadron (in naval terms a fleet of less than twelve ships) offered strong circumstantial evidence that the letter was written on board one of the ships of what to Australians has always been known as the First Fleet – the eleven vessels under the command of Captain Arthur Phillip, R.N. which left England in May 1787 to colonise Botany Bay, New South Wales. The Fleet called at Rio arriving on 6 August – but who was N. Fowell, and which ship was he aboard? His letter did not make this entirely clear.

The first fleet comprised the warship HMS *Sirius* and armed tender HMS *Supply*; three storeships, *Borrowdale*, *Fishburn* and *Golden Grove*; and six convict transports *Charlotte*, *Lady Penrhyn*, *Scarborough*, *Alexander*, *Friendship* and *Prince of Wales*. The storeships and transports were chartered from the East India Company. There were reasons to suppose, however, that N. Fowell was on one of the two Royal Navy ships – his use of the military term squadron and the inference from his hope of a commission that he was a midshipman in the sense of an officer cadet. Enquiries in both England and Australia eventually confirmed this point. Newton Digby Fowell, 19 years old, was at the time of writing one of several midshipmen on Phillip's flagship HMS *Sirius* and had very recently been



1787 letter written by Midshipman Newton Fowell at Rio de Janeiro en route to Botany Bay.

promoted to acting Second Lieutenant. These enquiries also revealed something else -- that "my" letter was a minor part of a much larger surviving correspondence (1) which had already been used by Nance Irvine in an excellent historical analysis published in the recent past (2).

I had hoped to uncover a new primary historical source but in the event had been beaten to it by five years. However, at least one avenue remained in that the correspondence could be used to answer an interesting question -- how had the people of the first fleet kept in touch with home from the shores of an empty land? (3) Obviously, the answer had to be quite simply by whatever opportunity presented itself; it was just a case of identifying those opportunities. Equally clearly it was first necessary to table the movement of the First Fleet ships (4) and associated vessels. This, in essence, was as follows:

13 May 1787	Fleet sails from the Motherbank off Plymouth escorted by HMS <i>Hyaena</i> .
20 May 1787	HMS <i>Hyaena</i> leaves Fleet in the Channel Approaches and returns to Plymouth.
3 June 1787	Fleet reaches Teneriffe (Canary Islands). Sails 10 June.
18 June 1787	Attempted landing at Porto Praya, Cape Verde Islands. Aborted due to contrary winds.
6 August 1787	Fleet reaches Rio de Janeiro, Brazil. Sails for Capetown 4 September.
13 October 1787	Anchored Table Bay, Capetown. Sails for Botany Bay 13 November.
18 January 1788	HMS <i>Supply</i> enters Botany Bay, followed on the 19th by <i>Alexander</i> , <i>Friendship</i> and <i>Scarborough</i> and on the 20th by HMS <i>Sirius</i> and the remaining vessels.
25/26 January 1788	Fleet moves from Botany Bay to Port Jackson (Sydney Cove). Also on 26 January two French ships <i>La Boussole</i> and <i>L'Astrolabe</i> , arrived in Botany Bay. (5)

- 14 February 1788 HMS *Supply* sails to take possession of Norfolk Island. (6) Leaves Norfolk Island to return to Sydney Cove 9 March.
- 8 May 1788 *Lady Penrhyn*, *Charlotte* and *Scarborough* sail from Sydney Cove for China (and ultimately England). Escorted clear of the coast by HMS *Supply* which then proceeded to Lord Howe Island, returning to Sydney Cove 25 May. (7)
- 13/14 July 1788 *Borrowdale*, *Alexander*, *Friendship* and *Prince of Wales* sail for England via the East Indies and Capetown. (8)
- 17 July 1788 HMS *Supply* sails for Norfolk Island, arrives 26 July. Sails for Sydney Cove 1 November, arrives 10 November.
- 2 October 1788 *Golden Grove* sails for Norfolk Island, arrives 13 October. Sails for Sydney Cove 1 November, arrives 10 November.
- 2 October 1788 HMS *Sirius* sails for Capetown via Cape Horn. (9) Arrives 5 January 1789. Sails 20 February, returns to Sydney Cove 9 May 1789.
- 19 November 1788 *Fishburn* and *Golden Grove* sail from Sydney Cove for England.
- 6 March 1790 HMS *Sirius* and HMS *Supply* sail from Sydney Cove for Norfolk Island.
- 19 March 1790 HMS *Sirius* wrecked on the shore of Norfolk Island.
- 24 March 1790 HMS *Supply* sails from Norfolk Island for Sydney Cove. Arrives 5 April.
- 17 April 1790 HMS *Supply* sails for Batavia. (10). Arrives 6 July.
- 6 June 1790 *Lady Juliana*, convict transport from England, arrives Sydney Cove. (11)
- 26-28 June 1790 The "Second Fleet", comprising convict transports *Surprize*, *Neptune* and *Scarborough* (12) reach Sydney Cove.

This listing is fairly comprehensive, ignoring only one or two voyages of HMS *Supply* to Norfolk Island and return to Port Jackson. Clearly from the time of departure from the Motherbank in May 1787 to the arrival of the transport *Lady Juliana* in June 1790, Australia's first European settlers could have received no personal communications from home (13). This point is made by two letters from Evan Nepean to Newton Fowell's parents (14). In the first he states "There is not the least probability of our sending out to Botany Bay until we receive Accounts of Governor Phillip of his arrival" and in the second "There is no idea of sending to Botany Bay till we hear from Governor Phillip, whenever that happens you will be appraised of it."

Regarding communications in the opposite direction things were a little better. Newton Fowell seized almost every opportunity to write home – indeed, his first letter after sailing was carried back to England on HMS *Hyaena*, the Fleet escort. Headed "Sirius at Sea May 20 1787" he concludes his short note "I send this by Cunningham that was home with me" (15). The letter is postmarked with a PLYMOUTH 219 first type mileage 2d postage charge and an "X" cross-post instruction. It was not treated as a ship letter, and must therefore have been put into the post as an inland letter by Newton's friend from HMS *Hyaena*.

He wrote again from Teneriffe on 4 June 1787 mentioning his advancement to (acting) 2nd Lieutenant, and goes on to say ". . . I would put off writing this letter but the Packet sails tomorrow evening for some port of Spain. I hope to be able to get this letter in the Commodore's Packet of dispatches which will save a great deal of Postage (16) . . . I wrote a letter to Mr Nepean which Capt. Phillip was good enough to enclose in his frank to him." (17)

From Rio de Janeiro two letters were sent to his parents. The first of

6 August 1787 already quoted sent by "a Packet . . . bound for Lisbon" (18). His second dated 3 September, begins "I wrote you a short letter . . . the first Day of our Arrival here" and concludes "The Mail is just now to be closed and am afraid I shall be too late as my letter goes with the Dispatches". And from the Cape of Good Hope on 10 November 1787 a further letter ". . . taking the Opportunity of a Danish East Indiaman bound to Portsmouth . . ." Curiously, the only postal markings on this are a London datestamp of 22 April 1788, and a manuscript 6d charge.

The next letter, eighteen pages long and of several thousand words, was begun after leaving Capetown and written in parts throughout the first months at Sydney Cove. Newton says "I dare say you remember Mr. Collins (19) . . . he is to go to England and is to carry this letter, he promised to deliver it himself which I taken Very kind of him and likewise that it will be a great Satisfaction to you to see a person who came immediately from me . . . the Agent Lt. Shortland is to carry home the Despatches and I dare say will be home about March . . . the ships sail the 16th".

This last part of the letter is dated 12th July 1788, and must be one of the earliest letters to leave Australia. Four ships - *Borrowdale*, *Friendship*, *Alexander* and *Prince of Wales* - sailed at this time, Mr Collings being aboard *Friendship*. *Prince of Wales* sailed via Cape Horn, reaching Falmouth on 22 March 1789 after a call at Rio necessitated by an outbreak of scurvy. *Alexander* and *Friendship* sailed in company via the East Indies. Scurvy decimated both crews and, there being insufficient men to work both vessels, *Friendship* was scuttled in the Straits of Macassar and her surviving crew transferred to *Alexander* which eventually reached the Isle of Wight on 28 May 1789, having called at both Batavia and Capetown.

Lt. Shortland carried not only the official despatches and private letters but also a box of letters from the French expedition led by La Perouse which had so unexpectedly appeared in Botany Bay in January. This combination is stated (20) to have been the first mail to leave N.S.W. and whilst I have no evidence to the contrary it would certainly seem at least probable that the ships *Lady Penrhyn*, *Charlotte* and *Scarborough* which sailed for China in May 1788 would have carried away some correspondence. Governor Phillip surely cannot have neglected this opportunity to forward his first reports, even if no private correspondence was allowed.

HMS *Sirius* sailed for Capetown (21) in early October 1788, from where Newtown sent a further two letters dated respectively 5th January and 19th February 1789. The earlier is hurried: "the Ship which I hope will carry this is to sail tomorrow morning (for Europe) . . . I am much afraid you will not get any letter by Mr. Collins who went home in the *Friendship* Transport as I can hear not the least news of her." In his later letter he writes "I last wrote you by a Ship bound to Holland at our first Arrival in this place . . . you must have heard of our Arrival at Botany Bay as I have heard of some of our Unlucky Transports leaving Rio de Janeiro about ten weeks ago but unluckily I have not any letter on board either of them (22) which I an afraid will make you uneasy . . . The *Alexander* Transport Arrived here on Wednesday. Mr. Collins came passenger in her (23) . . . She sailed in company with 3 other Transports two of which parted company in a Gale of Wind . . . Mr. Collins intends to get a

of which parted company in a Gale of Wind . . . Mr. Collins intends to get a Passage to Europe in a Dutch Frigate which is to Sail on Sunday he has Governor Phillip's Dispatches which after he has delivered in London will call on you."

Soon after the departure of HMS *Sirius* for Capetown, *Golden Grove* and *Fishburn* had sailed from Sydney Cover for England, both carrying official and personal mail. Professor Blainey (24) quotes a letter carried by *Golden Grove* from Governor Phillip to Secretary Nepean dated 17th November 1788.

Sirius returned to Sydney Cove from Capetown on 9 May 1789 with the badly needed supplies for the colony. She does not seem to have ventured out again for some time until, on 6 March 1790, she sailed in company with HMS *Supply* for Norfolk Island, taking marines, convict supplies, and Major Ross who was to take over the administration of Norfolk Island from Lt. King. King was to return to England to make a report in person on the geography and productiveness of the island. Disaster struck on 19 March. Norfolk Island had no harbour and *Sirius* was unloading cargo onto small boats outside the reef when a strong tide and sudden change in the wind drove her stern first into the rocks. The masts were cut away in an attempt to save her but to no avail and all aboard were brought ashore by means of a traveller and hawser through the surf. First Lieutenant William Bradley and Second Lieutenant Newton Fowell volunteered to stay on board overnight but were taken off next day when the ship began to break up.

When HMS *Supply* returned to Sydney with news of this terrible event Governor Phillip was placed in an unenviable position. The provisions brought from Capetown a year earlier were all but exhausted and he had no idea when ships from England might arrive. With only HMS *Supply* at his disposal the colony would be without naval protection should the vessel be sent for further stores - yet go she must. On 17 April 1790 Phillip despatched her to Batavia where a storeship was to be hired and provisioned. With her went Newton Fowell who was to bring the storeship back to Sydney Cove, and Lt. King who, carrying Phillip's official reports, was to take passage from Batavia for Europe.

Batavia was reached on 6 July 1790 and here Newton completed his last letter home of 31st July, entrusting it to his friend Lt. King. King sailed on 4 August on board the Dutch packet *Snelheid*. Cholera broke out and King fell ill, being treated on shore in Mauritius where *Snelheid* made port on 4 September. He recovered and was in time to reboard her before she sailed on 17 September. A call was made at Capetown before sailing northwards. On 19 December 1790 the ship was off Beachy Head on the south coast of England. King wrote "A signal was made for a boat, which came off and demanded 40 guineas for setting me on shore. This was reduced to 17 gns. for which I was set ashore with great difficulty at Dungeness Lighthouse, and on the 21st I arrived in London and delivered my despatches". (25) He must also have posted the letter from Newton Fowell on the same day since the last sheet is endorsed "This Letter arrived at Black Hall Dec. 22nd 1790."

In the meantime back in Batavia Lt. Ball, commander of HMS *Supply* had purchased a large quantity of provisions. Some were loaded on board *Supply* but the majority were loaded aboard a chartered Dutch vessel, the 350 ton

Waaksamheyd. *Supply* left Batavia at the end of August 1790 and *Waaksamheyd* on 20 September.

On 14 March 1791 Governor Phillip wrote the following: "The *Supply* lost 5 men in the voyage and left six in the Hospital in Batavia . . . Mr. Newton Fowell who I had appointed second lieutenant in the *Sirius* . . . died on the Voyage" (26). And with his letters home was a note "These were the letters of Newton Fowell . . . who dyed on his passage from Batavia to N.S.W. August 23rd 1790". (27) Thus a remarkable young man passed from this earth. Who knows what he might have accomplished had he lived? I suppose it may seem rather trite to have used his private correspondence to answer so simple a question regarding its mode of conveyance. But it is worth remembering that, to those far-flung people, a letter was of no small importance.

I must record my thanks to those people who have helped in large and small ways with assistance and information. To Miss Wendy Fowell of Devon, England, for giving me the first lead. To Professor Geoffrey Blainey of Melbourne for confirming what I thought possible. To Mrs Marigold Seager-Berry of Devon for indicating the way forward. To Mr Mogens Juhl of Sydney for his perseverance in finding a copy of Nance Irvine's book. And finally to Mr Paul Brunton, Curator of Manuscripts, State Library of New South Wales, for photocopies of Newton Fowell's original letters. Without them I could not have found the answers.

Notes

- (1) Mitchell Library, Sydney. Fowell, Newton. Letters 1786-1790 . . . with associated documents 1787-1788. MLMSS 4895. Also on microfilm, CY Reel 1206.
- (2) Irvine, Nance. *The Sirius Letters*. Fairfax Library, Sydney, 1988. ISBN 1 86290 000 0.
- (3) Irvine mentions postal matters only twice. In both cases here explanations are incorrect.
- (4) There is a singular lack of precise agreement on dates between the various sources consulted. It would appear that some records relate to landfall, others to entering harbour, yet others to anchorage and so on. This has resulted in a spread of two or more days in some instances.
- (5) Considering that the east coast of Australia had not been visited by Europeans since Captain Cook's voyages this was a remarkable coincidence. The ships were on a voyage of exploration under M. La Perouse. Both were lost a few weeks later, wrecked on the reefs of Vanikoro in the New Hebrides. See Alan Moorehead, *The Fatal Impact*, 1966.
- (6) It is now generally accepted that the flax and timber of Norfolk Island - raw materials for the then strategically important sailcloth and ships masts - were the reasons for the colonisation of New South Wales.
- (7) Dates taken from Clune, F. *The Norfolk Island Story*, p.13 New Fowell, quoted by Irvine (*op. cit.*, p.81) gives May 5th for *Supply* and *Lady Penrhyn*, May 6th for *Charlotte* and *Scarborough*.
- (8) The dates of 13/14 July are regularly quoted but Fowell (Irvine, p.96) indicates that the ships sailed 16th July - yet later states (p.106) "Alexander . . . left the 14th July".
- (9) No ships having arrived from the outside world since the founding of the colony, supplies had run dangerously short. Governor Phillip dispatched *Sirius* to Capetown for stores.
- (10) Still no contact with the outside world and *Sirius* lost. HMS *Supply* sent for urgently needed provisions.
- (11) *Lady Juliana* was the first vessel to arrive since the foundation of the settlement two and a half years earlier.
- (12) *Scarborough* was the same vessel which had sailed with the First Fleet.

- (13) HMS *Guardian* sailed from Spithead on 12 September 1789 with stores, dispatches and letters for Sydney Cove but hit an iceberg in Lat 44°S Long 41°E on 22 December. Many lives were lost; the stricken vessel reached False Bay on the African coast 21 February 1790 where, a few weeks later, she was driven ashore and became a total loss. HMS *Sirius*, whilst at Capetown in January 1789, would of course have gleaned some general information regarding outside events.
- (14) Nepean to Mrs Fowell from Whitehall 12 December 1787, Nepean to John Fowell, 23 May 1788.
- (15) Irvine (*op. cit.*, p.157) feels this may be an error since Cunningham was a midshipman on HMS *Sirius*.
- (16) Whether he was successful or not is unclear. The letter bears a PLYMOUTH/SHIP LRE postmark (Robertson type S2) but is rated only 3d postage due.
- (17) Irvine (*op. cit.*, p.158) has confused the idea of Ship Letter handstamps – in essence a mark to ensure correct postal charges – with that of franks, the purpose of which was to secure free postage. The PLYMOUTH SHIP LRE mark is not, as she understandably supposes, a frank.
- (18) David Collins, another "First Fleeter", also mentions letters sent by this ship in the 1798 book *An Account of the English Colony at N.S.W.*
- (19) William Collins, 2nd Lt. in the *Sirius* and brother of N.S.W. Judge Advocate David Collins.
- (20) White, J.S. (editor), *The Postal History of N.S.W.*. ISBN 0 73162725-3.
- (21) White, *op. cit.* "carrying the second mail to leave the colony".
- (22) Presumably *Borrowdale* and *Prince of Wales*.
- (23) Mr Collins, who had in fact left Port Jackson aboard *Friendship*, clearly survived the scurvy outbreak and must still have had in his possession Newton's letter of seven months earlier.
- (24) Blainey, Professor G. *The Tyranny of Distance*, p.35. Sun Books, Melbourne, 1966. ISBN 0 333 13999 2.
- (25) Clune, *op. cit.*, p.41.
- (26) Irvine, *op. cit.*, p.132.
- (27) Irvine, *op. cit.*, p.16.

THE ROYAL PHILATELIC SOCIETY OF VICTORIA INC.

Classic Siam

At the meeting on 17 September Mr John Lancaster displayed his collection of classic Siam.

Prior to the display Mr Lancaster distributed to each member present a bound 31-page monograph on his subject profusely illustrated in colour with items from his collection.

Pre-stamp material included an 1844 entire to Massachusetts sent via St. Helena, and an inwards entire of a year later sent from Bangkok to New York via Singapore. An 1858 cover to San Francisco travelled by private ship across the Pacific Ocean.

The use of Indian stamps on mail from Siam was illustrated by an 1859 cover to Boston with Indian 1a, 4a (x2) and 8a (x2)

cancelled B/172 at Singapore. An 1868 cover sent from Bangkok to Paris with "Consulat de France/a Bangkok" and with a French 40c pair cancelled on arrival in Paris is the only such item so far recorded.

Siamese Royal Mail items included holograph letters of 1860 and 1864, and an 1878 gold silk envelope.

An 1883 registered cover to Paris had two Straits Settlements 8c stamps cancelled at Singapore, and there were British, Hong Kong and Straits Settlements stamps cancelled at the British Consulate in Bangkok.

The "B" overprints of the British Post Office in Bangkok were well represented. The stamps included the 32c on 2a and 96c mint, as well as both types of the 2c on 32c. Errors shown were the 2c overprint double used, and

the same variety on the 8c both mint and used. The 10c "B" overprint was shown used on an 1884 cover to London.

Siam's first issue of 1883 began with an Elephant essay, the a beautiful handpainted essay of the 1 salung, together with a die proofs, and plate proofs and Waterlow sample stamps. An 1887 cover to Germany bore a 1 att pair, 1 sik pair and 1 sio.

The 1885 1 tical surcharges included a proof in black, and a study of the five types.

The De La Rue issues were prefaced by an 1889 Colour Scheme. The 1891 1 att definitive was represented by a die proof, and a unique key plate proof pair in blue.

The complex surcharges of the 1890's were treated in some detail. Major items on display included a mint block of four of the 1891 2 atts on 1 att on 3 atts, sheets of 120 of the 1892 1 att on 64 atts and 1894 2 atts on 64 atts. The various surcharge types and settings were demonstrated, replete with errors and usages on cover.

Later postal history was represented by covers from the French Occupation of 1893-94, and the Postage Paid provisional envelopes of 1907.

The postal fiscal surcharges of 1907 completed the display.

Queensland Overseas Letter Rates

Mr Hugh Campbell provided the display for the meeting of 15 October with his collection of Queensland Postal Rates to Overseas Destinations. The range of destinations shown was remarkable from what must be considered philatelically one of the smaller Australian Colonies.

Of course, most overseas Queensland mail was directed to the United Kingdom, and Mr Campbell showed an extensive range of these, demonstrating the development of the various rates and routes.

The earliest covers were from the Moreton Bay District period showing the use of New South Wales stamps. An 1854 cover with 1d and 2d (x2) Laureates from Drayton illustrated earliest rate of the adhesive period (2d inland + 3d ship). The later 6d ship letter rate was shown with an 1855 cover to England with a 1/- Diadem (double weight), and an 1859 cover to Scotland with three 2d Diadems.

The "via Marseilles" rates included a 1/9d cover of 1863, and a 1/4d cover of 1867 (10d per 1/2oz. plus 6d late fee). The short-lived Panama route was represented by a 1/1d cover of 1867. The "via Brindisi" mails included covers rated at 1/6d (1871 double weight), 9d (1872), 6d (1875) (both with "INSUFFICIENTLY PAID/VIA BRINDISI"), and 3/4d (1878 quintuple weight).

A wide range of European mail included an 1875 underpaid cover to France franked 6d, and bearing the "GB/1F66c" accountability mark. Other French rates were 11d (1878), 1/1d (1879 and 1883) and 1/10d (1878 double weight). Covers to Germany were rated at 10d (1879) and 9d (1887), and there was one sent via San Francisco in 1889 rated at 8d.

North American destinations included an 1869 cover to U.S.A. franked at 1/6d and with "LOOSE SHIP LETTER", and one of 1882 with a 6d stamp marked "INSUFFICIENTLY PREPAID", as was a similarly franked 1874 cover to Canada. Unusual destinations were Cuba (1884, 9d) and Costa Rica. South America was represented by a 1904 cover to Colombia.

Mail to Asia from the Australian Colonies is unusual, but Mr Campbell was able to show 1869 and 1870 covers to India franked 1/-, and another of 1875 franked 6d. There was also an 1870 cover to Ceylon with a 6d stamp. Even more unusual, though from a later period, were an 1898 2d lettercard to Baghdad, and a 1911 cover to Manchuria.

Closer to home, a 1904 2d lettercard to German New Guinea completed the display.

Bavaria

At the meeting on 29 October Rev. Keith Ditterich displayed his collection of Bavaria.

The earliest letter was one of 1591, followed by a 1660 Franconian letter and a 1791 receipt for letter delivery.

The famous 1 kreuzer black was shown both mint and used.

The 1850-58 series was shown in a range of shades and usages on cover, as were the 1862-63 changes of colour. The used stamped displayed a wide variety of postmarks.

The 1862 3 kreuzer postage due was shown mint and used, and there was a pair of the 1889 10pf postage due on cover.

The "kreuzer" Coat-of-Arms issues were displayed in their various printings.

The various ancillary issues were shown, including the 1865 "Retour marken" and the 1876 Telegraph stamps. Postal stationery was displayed with a used example of the 1869 3 kreuzer Official Envelope, the 1874 2 kreuzer postcard, and 1874 3 kreuzer and 6 kreuzer Money Orders.

Amongst the 20th century issues were various tête-bêche pairs, the two types of the 1911 90th Birthday of Prince-Regent Luitpold series, and the "Freistaat" overprints of 1919-20.

Australian Colonies

Mr Peter Jaffé provided a diverse display of Australian Colonial material for the meeting

on 19 November. All Colonies were represented, but the emphasis was on South Australia, Victoria and Western Australia.

The earliest New South Wales item was an 1847 registered entire sent from Albury to Melbourne. Two ink sample sheets were shown bearing 6d Diadem proofs with waxed corners.

Queensland was represented by the 1864-65 "REGISTERED" stamp doubly printed, cancelled manuscript "603".

The Tasmanian double print of the 1870-71 2d De La Rue Sideface issue was represented by two copies.

South Australia opened with an 1846 entire to England with the G.P.O. Adelaide large-size datestamp.

The 1855 London Prints were prefaced by large blocks of plate proofs - a block of 6 of the 1d in green, blocks of 13 and 36 of the 6d in blue, and a block of 20 of the 1/- in black. An 1855 cover to London bore a strip of three pair and single of the 2d, and another 1855 cover to Scotland had two strips of three of the same stamp.

An 1856 cover to Melbourne had three 2d stamps, and on arrival was struck with Butterfly 48 and "ADVERTISED/AND/UNCLAIMED".

The 1860 9d had plate proof blocks of 21 and 6 in black, and there was a unique used pair of the inverted surcharge of the 10d on 9d surcharge rouletted.

An exceptional range of "printed both sides" errors included two imperforate 2, three 10d on 9d roulette, four 9d perforated, the 4d watermark V over crown, and the 2d De La Rue with "P" Departmental overprint.

The 3d on 4d blue surcharge included a used copy of the famous surcharge omitted, a double print, two examples on Broad Star paper with surcharge double, and four used copies of the Prussian blue shade, plus an example used on an 1871 cover to Victoria.

The 2/- perforated was shown in a used pair imperforate between, and there was a used example of the 8d on 9d surcharge with surcharge double.

A range of Departmental overprints was

highlighted by the 6d "SG" in a used strip of four, and the 1/- overprinted "OS" was shown in a used strip of three with overprint double.

Victoria began with the 2d Half-Length sixth printing with retouched value tablet, and the "TVO" creased transfer on the 2d Queen-on-Throne in a used pair.

There was a series of covers addressed to Locarno, Switzerland with spectacular frankings, and an 1864 New South Wales-Victoria combination cover sent from Moulamein to Scotland bore the N.S.W. 6d diadem and Victoria 6d black Adapted Design. An 1860 cover franked with 6d and 1/- was cancelled with the manuscript "cross" of Indigo.

The Laureated issues included a die proof in black of the 5/-, and an 1873 cover to London bearing a strip of three of the 9d on 10d, which may be the largest surviving multiple of this issue.

Western Australia was prefaced by three pre-stamp entires of 1845, 1846 and 1852 to England with the oval "SHIP LETTER/WESTERN AUSTRALIA/PAID" and crowned "GENERAL/POST OFFICE/PERTH" markings.

The 1854 lithographs included the 4d slate blue used (2), 4d deep dull blue used (7) and 1/- salmon mint and used (2). The 1857 2d and 6d lithographs were shown in all their shades, with an extensive showing of the printed both sides variety of the 2d.

Of the Perkins Bacon design there were die proofs in black of the 2d and 4d, and plate proofs of all values. There was a used example of the 1860 4d blue, mint examples of the 1861 6d and 1/- rough perf., and Commissariat punctures. There was a study of the plate flaws, especially the pre-entries of the 4d value.

The 1865 2d error of colour was shown mint, and there were six copies of the 1882 1d perf. 12 x 14.

Of two examples of the 1875 1d on 2d treble surcharge, one had the Commissariat puncture.

In the later issues, the 102-12 £1 was shown in its various printings, together with its sub-type varieties.

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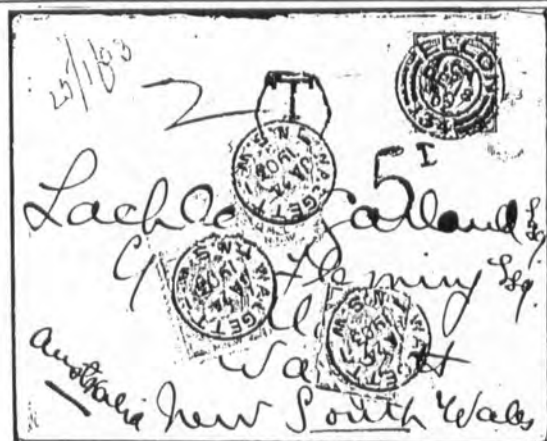
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